

PRAGUE, 11 January 2024

Masaryk railway station will cease to be a barrier, thanks to modernisation it will gain a unique platform

Prague's Masaryk railway station will be animated by construction traffic in the next three years. It has served railway transport for more than 175 years and it will now undergo the biggest transformation in its history. Its track facility will be spanned by a unique pedestrian ramp, which will shorten access to the platforms from the surrounding districts and at the same time offer a new rest area right in the centre of the metropolis. The modern look of the station will be appreciated both by suburban passengers and soon by those who will take the train to the airport. The ceremonial opening of the work took place today, and the work will be finished in 2027. The costs will reach CZK 3.4 billion, a significant part of which will be covered by EU funding.

The first train arrived at today's Masaryk railway station in 1845. Today, it plays an important role especially in Prague's suburban transport, with up to 30 thousand passengers passing through on weekdays.

"Masaryk railway station is located in the middle of a dynamically developing area. Thanks to modernisation, it will connect the adjacent streets to each other and thus become an integral part of the surrounding development. It will no longer be necessary to go around it in a complicated way," said Minister of Transport Martin Kupka.

"The modernisation envisages that 'Masaryčka' (Masaryk railway station) will also become a departure point for trains to the airport. Therefore, we will increase not only the number of tracks at the platforms from seven to nine, but also those that will be used for parking train sets. The reconstruction of the track facility under Vítkov will then make it possible to increase the line speed," said Jiří Svoboda, Director General of Správa železnic. He added that all platforms will have barrier-free access and will allow comfortable boarding to trains.

The most striking architectural element will be the elevated pedestrian ramp above the entire track facility. It will not only connect Florenc with Hybernská Street and Masaryk railway station with Prague Main Station, but also allow access to the already completed buildings in the vicinity. It will also offer a new space for passengers waiting on trains. From there, escalators, stairs and lifts will take them directly to the individual platforms.

Part of the pedestrian ramp will be planted with greenery, creating a relaxation zone right in the centre of the metropolis. Photovoltaic cells will be used to power the lighting or announcement system, which will be built into the roofing of the pedestrian ramp. Rainwater captured in retention basins will be used to irrigate the greenery.

The contractors are the companies STRABAG Rail and STRABAG. *"This project is a big challenge for all of us. We want to use not only our many years of experience in transport infrastructure construction, but also the latest technology. We foresee a massive involvement of digitisation, recycling and reuse of the recovered material. The construction will take place in very confined conditions and will require a number of measures to protect surrounding buildings, traffic restrictions, securing safety and passenger restrictions. I am convinced that the result will lead to the satisfaction of all those who have been looking forward to the transformation of the Masaryk railway station area for many decades,"* said Jakub Svoboda, Chairman of the Board of Directors and Director General of STRABAG Rail.

The works will be carried out while maintaining partial traffic, the first partial restriction for passengers will occur during this year's summer holidays. Trains from Vysočany will not go to Masaryk railway station but will be diverted to the main station.

Implementation of the construction *Modernisation and completion of the railway station Praha Masarykovo nádraží* is co-financed by the European Union from the Connecting Europe Facility (CEF). The total amount of eligible project costs is CZK 2,998,450,568. The EU support rate is 83.99% of the eligible costs and the maximum amount of the subsidy is EUR 103,758,023, i.e. approximately CZK 2,518,398,632. National funding is provided by Státní fond dopravní infrastruktury (State Fund for Transport Infrastructure).



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